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THURSDAY, DECEMBER 19, 1907.

四拜禮

號九十月二十年十英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. KOREA.
OSAKA. NAGASAKI.
LONDON. LYONS.
NEW YORK. SAN FRANCISCO.
HONOLULU. POMEHAI.
SHANGHAI. HANKOW.

IENTSIN.
NEWCHOWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOWANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposit—
For 12 months 5% p.a.
" 6 " 4 " "
" 3 " 3 " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND GOLD \$3,250,000
..... ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2½ per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4½ per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,378,375 (about £440,000).

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Sumatra, Sourabaya, Cheribon,
Tegal, Peralangan, Pasuruan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achén), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2½ per cent. on daily
balances.
Fixed Deposits 12 months 4½ per cent.
" 6 " 4 " "
" 3 " 3 " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000
Sterling \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shelling, Esq.,
R. Goetz, Esq., R. Shewan, Esq.,
H. A. W. Slade, Esq.,
C. R. Leismann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4½ per cent.
" 6 " 4 " "
" 3 " 3 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up)
Reserve Fund FL. 5,112,570.36 (£410,018).

HEAD OFFICE—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Sama-
rang, Indramajoe, Bandoeeng, and Welte-
vreden.

CORRESPONDENTS—At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, etc.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Swiss Bankverein.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives
for collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2½ per
cent. on the daily balances.

On Fixed Deposits: 12 months 4½ per cent.
" 6 " 4 " "
" 3 " 3 " "

J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, etc., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [107]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, MOJI, KOBE & {SUNDA} About 22nd Freight and
YOKOHAMA {Capt. G. M. Montford, R.N.R.} Dec. 22nd Passage.

SHANGHAI {ARCADIA} About 27th Freight and
Capt. A. L. Valentini Dec. 27th Passage.

LONDON, &c., via usual Ports {DELTA} 28th Dec. See Special
of Call {Capt. C. L. Daniel} Notice Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th December, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.

COAL VASE TONGS.

FIRE SCREENS. FIRE GUARDS

LANE, CRAWFORD & CO. [15]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [13]

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY,

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 22nd December.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" " Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. R. CLARKE,
Secretary. [6]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,

THE MUTUAL STORES,

and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [130]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PRUDER STREET, MADAME FLINT, MANAGERES.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [139]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [134]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [136]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMERN),

SHAMERN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO),

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. [131]

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAIA, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER. [132]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,303 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,993 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf at the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH. CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Velestion.
 "SUI-TAI," 1,551 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain S. Bell Smith.
 "NANNING," 1,569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or at BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES LIGNES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Saturdays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.
Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
Proprietor.
(17)

Entertainment.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 93 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Messrs. Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.	"YORCK," Capt. J. Randermann.	WEDNESDAY, Noon, 1st Jan., 1908.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"ZIETEN," Capt. F. Prosch.	About WEDNESDAY, 1st Jan., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.	"MANILA," Capt. Almsen.	THURSDAY, 5 P.M., 2nd Jan., 1908.
SANDAYAN.	"BORNEO," Capt. F. Sembill.	Middle of January, 1908.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL.	"SACHSEN," Capt. Wolle nas.	About WEDNESDAY, Noon, 25th Dec., 1907.
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For further particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS.	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH.	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS.	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI.	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP.	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 10th December, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consults on Free.
Hongkong, 10th Dec. 1907.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1904.

LETTERS OF JAPANESE SCHOOL-BOY.

Hashimura Togo, of whom we are inclined to say in the immortal words of Betsy Pig, "Don't believe there is no such a person," writes to *Collier's Weekly* the first of a series of letters from the viewpoint of a Japanese schoolboy, aged 35, resident in San Francisco, which, if they go on as they have begun, will depict the rise of a new star in the firmament of American humour, one of the magnitude of the only Dooley. Addressing the editor of *Collier's* the suppliant Hashimura asks "hi, highness" to permit him to ask some questions which he will answer himself "to save too much trouble for your valuable time." He proceeds:

"Some frequent professors are asking the question now: Will White Man and Yellow Man Ever Mix? I answer yes, because I have knowledge of the affair. They mix once in San Francisco, they mix once in Vancouver. But such mixing is not good—healthy for the human race because it makes broken glass, pistol shot, outcry, militia and many other disagreeable noises. Japanese gentleman mix races with jujitsu, Irish gentleman with gaiter. Those are both good ways to know."

"I have heartfelt feel for American gentleman because my Teacher tell me America and Japan are Noble Allies. Are we not this? Hon. Marquis Wm. Taft arrive to Tokio to say these truth. He state to Admiral Togo. 'We are Noble Allies,' and admiral Togo response, 'If we shall not be Noble Allies we shall be Liar.' Tokio is so happy that Rising Sun make tear-drop falling on star-stripe banner. Banzai!

"Excuse had penmanship as Right Hand was wounded by brick-bat from one Noble Ally name Casey. Bottle was also used on head which were unfortunate."

"So happy Japanese! Japan has most Noble Allies than any other country. France, England, these dear United State, Germany, Australia, Switzerland, Spain and Portugal are all to fight in our behavior. Also Korea. The most strongest of our Allies must, therefore, be England who gives day and night thought to making all Japanese comfortable. London newspaper weep for shame when San Francisco labor man drop building material on head of Japanese gentleman. London newspapers arrange their editorial full with considerable pity. Yes, please. England man loves Japanese man with much distinction because both are brothers by germ, are they not? All affluities."

"My cousin Nogi become recently absentee from San Francisco because he might reside away from the brick-bat. He went to inhabit in British Columbia at Vancouver to work in the Kawano Barber Shop, under the so glorious British banner. This is protection for all weak persons. I am therefore much more ill in my sick head when I read well. Please send shogun. Nogi!"

"To Hashimura Togo, San Francisco: Welcome to Canada by noble allies. Three killed seven wounded. All well. Please send shogun. Nogi!"

Hashimura here produced some poetical thoughts which he has addressed to the King of England who has not yet replied. He continues:

"Why do Japanese come to this country, is requested for reply from almost every white mind of prominence. I will answer with several season from my own vocabulary:

1. To learn religion. Bookkeeping stenography.
2. To cement that Friendship of nations and keep grocery store.
3. To attend horse-racing contests.
4. To learn American Manners.
5. To study Customs, Manners, Art, Science and Humorous Literature from Sunday papers.
6. To go back to Japan."

A report of a discussion with a walking delegate on the labour question follows. It seems to have ended somewhat boisterously: "When he was explaining these things in war-cry voice, so all could understand Mr. Carbonetti, an American gentleman, struck me on the wrist with a small piece of House which was not then built. I spoke 'Banzai!' and Mr. Rogo, proprietor of the Rising Sun Coffee House, came with leaps and made Jiu Jitsu upon Mr. Carbonetti while O. Takura, my wife's grandfather, stopped Mr. Strinsky's speeches by some kindling wood. Soon there was rain of brick-bats from sky and Japanese Boys present much regretted that they did not wear any umbrellas."

"That is some ways it happened, 'Was it then wise for the Delegate who Walks for the Unions to say so? For was he not often remarking that there was no place for Japanese gentleman in the American business? He does not know the statistic like the Japanese statesman may tell him: America has room for all. The Irish gentleman to hold the great public office, the Jewish gentleman to attend to the drama and the clothing store, the Italian gentleman to be the merchants with the fruit, the German gentleman to attend to the large sausage interests of the country. The Japanese gentleman, then what does he require in this so great commonwealth? Sometimes something, sometimes something different. To nail the shoe, to write the books, to work in the gymnasium, to run the banks, to peel potatoes, to govern the states. Anywhere you require his usefulness he will be so happy to be there. We await with keen interest Hashimura's next communication.—*Collier's*."

PAIST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907.

To Let.

TO LET.

4-ROOMED HOUSE, in GAP ROAD near the Race Course, with easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DELL BUILDINGS, 147, Wanchai Road.

Apply to—
PERCY SMITH & SETH,
Hongkong, 16th December, 1907. [1097]

TO LET.

CROWSNEST, Baker Road, unfurnished or partly furnished.

Apply to—
C. L. GORHAM,
15, Paddar's Street,
Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

HATFIELD, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.
GOLDOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [616]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [616]

TO LET.

No. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—
THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 22nd October, 1907. [910]

TO LET.

No. 38, CAINE ROAD.

Apply to—

THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 22nd October, 1907. [910]

TO LET.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 16th October, 1907. [922]

TO BE LET.

SUITABLE OFFICES, in No. 2, REDDER STREET. Two very spacious, bright and airy rooms. Rent moderate.

Apply to—
"Y. Z."
C/o Hongkong Telegraph.
Hongkong, 4th December, 1907. [1060]

TO LET.

No. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPTON DEPARTMENT,
Jardine & Co.
Hongkong, 14th October, 1907. [665]

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMOND,

BARLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES

and BOATS

FOR HIRE AT BLAKE PIER.

DAY AND NIGHT PER HOUR.....\$2

New Bicycles for Hire.

NEW CYCLES FROM \$85 EACH.

REPAIR TO MOTOR BOATS, CARS, and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'AGUIAR ST. and KOWLOON.
Hongkong, 27th November, 1907. [1049]

Intimation.

A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY

Watson's

E

VERY OLD LIQUEUR

SCOTCH
WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE

OR

QUALITY.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 19, 1907.

OUR FIRE-FIGHTERS.

Beyond the brief statement of objects and reasons annexed to the Bill to amend the Fire Brigade Ordinance of 1868, which was brought before the Legislative Council this afternoon, the community is entirely in the dark as to the immediate necessity prompting this special legislation. In his brief written statement the Attorney-General explained that "it has been found by successive superintendents of the Fire Brigade that, for the maintenance of discipline, the superintendent should have the power of punishing the men under his command within limits. The amending Ordinance confers such power. It has been found that the vesting of the sole power of making regulations in the Governor-in-Council, is a cumbersome system which does not work well in practice. The framing of regulations and departmental orders by the superintendent, subject to the approval, revision or disallowance of the Governor, has therefore been provided for. Similar power as regards the Police Force was conferred upon the Captain Superintendent by the Police Force Ordinance." It would appear from the foregoing statement that breaches of discipline have hitherto been of more or less frequent occurrence, hence the necessity for investing the departmental chief with powers hitherto vested in the Governor in Council. In the absence of specific allegations against the members of the Fire Brigade who, as a body, are perhaps amongst the hardest-worked and the worst-paid officers of the Government service, it is to be regretted that the whole brigade should be placed under the ban of public opprobrium. Fortunately, however, for the men, their strenuous labours, often at the risk of life and limb, have not infrequently come under public notice and those more immediately concerned—like the Hongkong Fire Association—have been the first to recognise the value and merits of our local fire-fighters in the interest of life and property in the Colony. It is not within our province to call into question the right and privilege of any head

of an administrative department to possess himself of powers for the maintenance of discipline when such power becomes an absolute necessity. Nor do we seek to imply, by the present criticism of the legislative enactment, any reflection upon the substantive holder of the office of Superintendent of the Fire Brigade, or his *locum tenens*—both of whom are popular chiefs with the members of the Force and generally credited with much tact and discretion in the administration of their office. But the extraordinary powers which the amending Bill confers upon the chief of the Fire Department are, in our opinion, such as should be held by a Magistrate alone. Section 3 of the Bill under criticism provides that the superintendent may, from time to time, make regulations for the general management and discipline of the Fire Brigade and may impose penalties not exceeding twenty-five dollars, or punishment by confinement to station for a period not exceeding one week, for any breach of any of such regulations; but such regulations shall have no force or effect until they have been approved by the Governor-in-Council and published in the *Government Gazette*. And by the following sub-section any member of the Fire Brigade who refuses to pay any such penalty or to undergo any such punishment as may be inflicted by the Superintendent for breach of any of such regulations, shall be liable to instant dismissal by the Governor. It is a well-known fact that the parsimony with which Police recruits, enlisted for the Fire Brigade duties, are treated in the matter of their remuneration, does not add to the popularity of this branch of the Public Service with the subordinate officers of the Government. And considering the arduous nature of those duties which are recognized by the community, it is hardly to be expected that the Bill will tend to raise this sub-department of the Police in the estimation of the Force.

LOCAL AND GENERAL.

THE members of the Victoria Golf Staff will hold a smoking concert in their Mess Room, Wyndham Street, on the 21st inst.

WE have received from the agents of the Aachen and Munich Fire Insurance Co. (Messrs. Reuter, Bruckmann & Co.) two calendars for 1908.

A VERY pretty calendar, advertising the All-Britain Assurance Co., Ltd., Hamburg, which firm is represented in Hongkong by Messrs. Carlowitz and Company, reached us to-day.

MESSRS. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Shanghai informing them that the Oriental Consolidated Gold Mining Co., Ltd., have declared a dividend of 60 cents (gold) per share.

CHAN PO KWAN, the house "boy" of No. 99 Des Voeux Road Central, who raised an uproar at one of the cinematograph shows last night, because he did not consider the picture clear enough, was, at the Police Court, this morning, bound over in the sum of \$5 to keep the peace for six months.

MR. W. Glandinning, traffic inspector of the Electric Tramway Company, charged six truck carriers at the Police Court, this morning, firstly, with failing to observe the rule of the road; secondly, with obstructing an electric car thereby endangering the lives of the passengers; and lastly, with doing \$10 worth of damage in the car, yesterday. Each defendant was fined \$5.

THIS evening there will be an inter-debate between the Y.M.C.A. and the U.C.I.C. at the latter's rooms, Kennedy Road, commencing at 9 p.m. sharp. The following motion will be put before the meeting:—"That the interests of the Hongkong public would be better served if the Government owned and controlled the public utilities (such as tramways, telephone, electric and gas light plants, etc.). The chair will be taken by the Rev. C. H. Hickling."

MR. T. FISHER Unwin announces the appearance very shortly of a new monthly review. The title will be "The International." A Review of World's Progress, and the Editor Mr. Rayphole Brody of Paris. Its scope will be wider than that of any existing periodical. With a view to its establishment the editor has been travelling through the five continents for several years, and has now secured permanent staff of about 250 correspondents in all parts of the world, who will contribute reports of the most significant events and movements in their own countries. There will be reports on political and economic reforms, on labour movements, on scientific progress and on all new departures in the artistic, literary and religious worlds. The Review will thus be a record of contemporary history, a mirror of vital facts and tendencies in social evolution. Subjects prominent in the public mind will be dealt with in special articles by representative leaders in the various countries, and an attempt will be made to apply the experience of one nation to the benefit of others, and thus promote the realization of concrete reforms. Among the English writers who have promised to act as correspondents are: Sir Charles Dilke, Mr. Sidney Webb, Mr. H. G. Wells, Mr. Walter Rance, Mr. J. Ramsay MacDonald, Mr. J. A. Hobson, Sir J. Cockburn and Mr. Arthur Sherwell.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., (Officer Commanding the Troops), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Rees Davies (Attorney-General), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Capt. Basil R. H. Taylor, R.N., (Harbour Master), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kai, M.N., C.M.G., Hon. Mr. Wei Yuk, Hon. Mr. E. A. Hewett, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. Henry Kewick, Hon. Mr. E. Osborne and Mr. A. G. M. Fletcher (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

HARBOUR REFUGE.

The Hon. Mr. H. E. Pollock, pursuant to notice, asked:—Will the Government state what steps it is taking in connection with the proposed construction of an additional harbour of refuge?

The Colonial Secretary replied:—A scheme for the construction of a new shelter has been prepared and awaits consideration by the Public Works Committee to whom it has been referred, as it involves much greater expenditure than was originally estimated.

COLONIAL LEGISLATION.

The Hon. Mr. Pollock also asked:—Will the Government consider the advisability of introducing legislation, as to the proof in this Colony of the statutes of British possessions and protectorates, framed upon similar terms to the Evidence (Colonial Statutes) Act, 1907?

The Colonial Secretary:—The Government is prepared to consider the matter with a view to introducing legislation.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 63 to 65. It was agreed that they be referred to the Finance Committee.

The report of the Finance Committee (No. 1) was unanimously adopted.

SANITARY BYE-LAWS.

On the motion of the Colonial Secretary, seconded by the Director of Public Works, the following amendment to the Domestic Cleanliness and Ventilation bye-laws, made under section 14 of the Public Health and Buildings Ordinance 1903 (Ordinance No. 1 of 1903), was unanimously adopted:—

Bye-law No. 5 of the Domestic Cleanliness and Ventilation Bye-laws contained in schedule B of the Public Health and Buildings Ordinance, 1903, is hereby amended by adding the following proviso to it:—

"Provided always that the provisions of this bye-law shall not apply in the case of domestic buildings within the European Reservation, nor to domestic buildings in Kowloon south of Austin Road, nor to any part of a domestic building used as a shop, office or godown."

The Colonial Secretary said the object of the amendment was to limit the cleansing and lime-washing of buildings to once a year instead of twice as under the bye-law now existing, and also eliminating the provision of the bye-law in respect to certain domestic buildings in the Colony.

FIRE BRIGADE.

The Attorney-General moved the first reading of a Bill entitled "An Ordinance to amend the Fire Brigade Ordinance, 1868."

The Colonial Secretary seconded and the Bill was read a first time.

ADJOURNMENT.

The Council was adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

POLICE SECRET SERVICES.
A sum of two hundred and fifty-five dollars in aid of the vote, Police and Prison Department, A—Police, other charges; secret services.

HOSPITALS.

A sum of one hundred and ninety-three dollars in aid of the vote, Medical Department, B—Hospitals and Asylums for the following items:—

Other Charges.
Lunatic Asylum—Incidental expenses.....\$ 17 6d
In-patient bulk Hygiene—Provisions.....24 18
Victoria Hospital for Women and Children—Provisions.....151 12

TYPHOON DAMAGES.

A sum of one thousand eight hundred and thirty-four dollars in aid of the vote, Police and Prison Department, B—Fire Brigade; Other Charges, typhoon damages.

This was all the business.

FIRE IN A TEA HOUSE.

It is estimated that nearly \$200 worth of damage was done by a fire which broke out at midnight yesterday in a tea house at 352, Queen's Road Central. The fire, which started in the rear of the building, was discovered by a junk, who was awakened by the scent of smoke in his room. Police headquarters were promptly notified by telephone, but the sender of the message neglected to give the locality, with the natural result that the firemen hurried round the Central district and then made for West Point without locating the fire. The shop, however, however, fought the flames bravely, confined them to the kitchen, and had them extinguished by the fire brigade arrived on the scene. The origin of the outbreak is not definitely known at present, but it is surmised that the overheating of a stove in one of the drying rooms caused the fire. The building is covered by insurance. It is insured in the Yee On Insurance Company for \$5000 and in the China On for \$1000.

WEST RIVER LAUNCHES.

QUESTION OF FOREIGN REGISTRATION.

STATEMENT BY CHINESE OWNERS.

[From a Correspondent.]

Canton, 18th December.
Since the Launch Owners' Guild made representations to the different owners that their launches under foreign registration should fly the Dragon flag, a reply to their memorial in H.K. Viceroy Chang approving their scheme and granting their request in part has been issued ordering the Financial and Judicial Officers to discuss the question with the Chairman of the Guild and to devise means for the carrying out of their suggestions. The general community of the two Kwang provinces have this matter uppermost in their minds within the last few weeks. The Chairman of the Guild, seeing the anxiety expressed by the public through the medium of the vernacular papers regarding the subject, everybody expecting the scheme to become an accomplished fact without any more delay, published a statement of the difficulties entertained by the launch owners, yesterday. In that statement, it was intimated that the general community was over zealous that the right for the internal government of these provinces should not be wrested by outsiders; but very few realize the difficulties which would be sure to follow should the bona-fide owners of the launches now under foreign registration all at once have them changed to the Chinese flag. The translation of their circular is herewith appended:—

Within the last few days, we have noticed, in many of the native papers, expressions of the public opinion urging us to take active steps for the transfer to the Chinese flag of those launches owned by Chinese but under foreign registration; we deprecate the public, in their zealous anticipations of the action to be taken by us, are generally under the impression that the task can be accomplished without any difficulty. In reality they have very little knowledge of the internal affairs of and regulations to be observed by us, launch owners, and they only form their opinions by taking a superficial view of the matter. Precautions taken to prevent Chinese-owned launches from falling into European hands were the original cause of our forming the Guild and we have hitherto been under the obligation to avoid future injuries to the trade of our community. Even the present calamity has always been expected by us. During the last few months, we have endeavored to protect our interests by calling the owners together and forming the Guild. It was by this combination that we succeeded in persuading owners of launches to withdraw from foreign registry for the sake of our national prestige. The reason why our aims cannot be achieved all at once is because, as long as the rules governing the examination of the hulls and engines of our launches are not remedied, the change can never take place. The following explanation will illustrate the matter as it stands:—

(1) All launches alleged to be owned by foreigners are registered in their respective consulates. Now, if the registration of any launch is to be altered, the bona-fide owner must, in the first instance, profess to buy the launch from the alleged owner who must have the registration under his name cancelled by his own Consul. After this, a petition is to be presented to the Commissioner of Customs stating that Chinese merchant So-and-so has bought the launch So-and-so which requires to be surveyed by the Customs before the purchase can be effected. When the survey is completed the Commissioner of Customs is then requested to issue the certificate in which the names of the new owner and master, the tonnage, length and breadth, number and description of the boiler and engines of the launch are to be inserted.

(2) Whenever a launch is engaged to go anywhere at whatever time, an application is to be sent to the Commissioner of Customs for a permit and a book is also provided by the Customs whose officer is to inspect and sign the book once every ten days. Whenever a launch from the Customs is passed on any part of river, this book is to be examined and must be correct before the launch is allowed to proceed.

(3) It is stated in the book that junk 'A' is being towed by launch 'B' at such and such a date. If any alteration is to be made by changing the launch or junk at any time, application is also to be made to the Customs whose officer has to make the entry and sign on the book to be examined by any guard boat stationed somewhere outside the harbour before the launch is permitted to proceed. If any infringement of the above rules is made, the launch is detained by the Customs and the owner pays a heavy penalty imposed by law.

Now, the revision of the rules governing the examination of the hull and engines of the launches has not yet been effected, and the full power is still vested in the hands of the surveyor or appointed by the Customs, and a launch (should any alteration of its registration be effected) must accordingly be placed at the disposal of the Customs for examination before the certificate can be issued. We cannot induce the Customs Surveyor to expedite matters by complying with our requests to examine and pass every launch as it is presented for inspection. If the incipient growth of our grievances is to happen again, e.g., our launches are ordered to undergo repairs and alterations when none are necessary, it is inevitable that time and money are to be wasted in such circumstances. Besides this, very few of the launches now under Chinese flag are able to tow. The insufficiency was already felt last month. We are now depending on those under foreign flags. If there be any delay caused by the Customs in transferring some of them to the Dragon flag, the traffic of our junks will inevitably stop owing to the scarcity of towing launches. Great disturbance would follow if most of the junks should stop at Canton. Who will be able to calm the public spirit when inflamed by

the (official) aspirators. A riot under such conditions can hardly be adequately realised.

We are also aware that launches now under the Dragon flag number over 140, including 30 odd vessels which were not passed by the Surveyor in his examinations, and over 10 others lying here either for sale or to be rebuilt. Besides these, there are a few whose examinations are still not completed by the Customs when being transferred from foreign flags to Chinese. We, merchants, are mentioning this as a warning, and who will be foolish enough to present a lamb before the tiger's mouth. We, therefore, conclude that, if the rules governing the examination of launches be not revised, the transference of Chinese-owned launches under foreign registry to the Dragon flag cannot be carried out. Fortunately H. E. Chang, our Viceroy, has given us a promise of redress and we hereby request you, gentlemen, to wait patiently for the time when it must be brought about.

THE TUG "HAPAG."

TRIAL RUN TO-DAY.

The trial trip of the composite tow-boat *Hapag*, built by the Hongkong and Whampoa Dock Co. Ltd., to the order of the Hamburg-America Linie took place to-day. The speed attained under easy steaming was one of 10½ knots, while her contract stipulated for only ten knots. The boat was built under the supervision of Captain J. Douglas, of the firm of Messrs. Goddard and Douglas, and as "a first-class job," this opinion being expressed to a member of our staff by a technical expert. The boat is intended for the Singapore service of the H.A.L. and will be employed for towing as well as passenger service. Her principal dimensions are:—Length between perpendiculars, 75 ft.; breadth, extreme, 15 ft.; and depth, moulded, 8 ft. She carries a set of compound surface-condensing engines indicating 15 h.p. The *s.s. Hapag* is now being prepared for the voyage hence to Singapore under her own steam.

THE "WINGCHAI" SHIP.

The well-known and at one time popular steamer on the run to Macao—the *Wingchai*—which has been undergoing repairs during the past few months, has been seized by order of the Supreme Court to satisfy three creditors. The *Wingchai*, it will be remembered, foundered off Sam-shui-po during the disastrous typhoon of 1906. After a considerable time she was raised and removed to the slips for repairs. This occupied some time, and when it was expected that she would be placed on the run again, her creditors became worried and started proceedings which resulted as stated above.

THE SUBSCRIPTION GRIFFIN.

THE THIRD BATCH ARRIVES.

Seventeen subscription griffins, making the third batch, were landed in the Colony this forenoon, from the steamer *Kwangsang*. The drawings took place at Kennedy's stables this afternoon, resulting as follows:—

Not. Colour. Purchaser.
0-(grey).....Capt. F. W. Lyons.
6-(grey).....Mr. A. C. Hynes.
7-(black).....Mr. A. J. Williams.
10-(spotted).....Mr. R. P. White.
19-(bay).....Mr. G. H. Medhurst.
44-(bay).....Mr. Ellis K. K. K.
47-(grey).....Dr. J. M. Atkinson.
58-(white).....Hon. Mr. H. Kewick.
62-(chestnut).....Mr. G. K. H. Brutton.
64-(grey).....Mr. W. S. Dupree.
77-(chestnut).....Mr. J. N. Mady.
79-(grey).....Mr. A. R. Lowe.
84-(chestnut).....Mr. R. H. Haddock.
7-(blue dun).....Capt. Beasley.
108-(white).....The Middlesex Regiment.
109-(black).....The Way Fong Mess.
101-(grey).....Mr. R. A. Selb.
The next and last batch of twelve griffins is expected soon.

CANTON DAY BY DAY.

FATSAN-KONGKONG RAILWAY.

[From Our Own Correspondent.]

Canton, 18th December.
The petition of Mr. Kwan Y. Sang applying for permission to dig a company to build the Fatsan-Kongkong railway has not been granted by the Viceroy, as H.E. considers that this road is a branch line of the Canton-Hankow railway and should be built by that Company.

OFFICIAL AMENITIES.

This morning H. E. Viceroy Chang proceeded to Shamoen to return the call of the Canton Postal Commissioner, Mr. Hyland.

THE KWANGSI DISTURBANCE.

A Kwangsi correspondent writes that, immediately after the capture by the rebels of the three treasuries at Chun Nam Kwai by the rebels, Colonel Luk marched to the scene with a strong force of troops, and had a severe engagement with the insurgents lasting for two days and nights, with the result that over two hundred of the rebels were killed, whilst thirty of them were captured with a number of rifles. The fortresses were eventually retaken by the Imperialists. During these engagements, on the Imperialist side, an assistant Colonel Luk and two other officers and a number of troops were killed.

INSPECTOR-GENERAL OF NAVAL FORCES.

Commander Li Chun has been appointed by H.E. the Viceroy as Inspector-General of the Naval Forces in the Canton delta and is to be in charge of all affairs in connection with the patrol of the waterways of the province. Li, who returned from Peking on the 4th instant, has been busily engaged in making the necessary arrangements for the efficient patrol of the waterways of Kwangtung.

A REBEL CHIEF.

Tsai Kwok Jen-chang, commander of troops in the prefecture of Yumchow, will personally escort the captured rebel chief, Lau Sze-king, to Canton where Lau will stand trial before the High Authorities.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

FOOCHOW RACES.

THIRD DAY'S RESULTS.

[From Our Own Correspondent.]

Foochow, 18th December,
6.30 p.m.

The last and concluding day's races were run to-day with the following results:—

- 1.—The Club Cup.—1½ miles.
Won by Inn.
- 2.—The Criterion stakes.—1 mile.
Won by Spots.
- 3.—The Ladies' Purse.—¾ mile.
Won by Inn.
- 4.—The Consolation Cup.—1 mile.
Won by Illo.
- 5.—The Manchu Stakes.—Once round.
Won by Leonius.
- 6.—The Champion Stakes.—1½ miles.
Won by Corrie.

- 7.—The Ledger Cup.—¾ mile.
Salmon and Scarlet Runner finished dead heat in this race. The dead heat was run off and won by Salmon.

FIRE AT CANTON.

THIRTY HOUSES DESTROYED.

[From a Correspondent.]

Shumeeen, 18th December,
4.25 p.m.

A fire broke out at six o'clock yesterday evening, near Loong Hing, in Honani.

Fanned by a strong wind blowing at the time, the conflagration assumed serious proportions.

Thirty houses were completely gutted before the fire could be got under control by the fire brigade.

[Reuters.]

Canada and Immigration.

London, 17th December.

The Ottawa House of Commons is debating a motion, supported by all the British Columbian members, urging that, as the Chinese restriction policy has been successful, a definite policy should be adopted for other Orientals.

The supporters dwell on the importance of developing the trade of Canada with Japan while restricting Japanese immigration.

Later.

The Immigration Restriction debate in the House of Commons has been adjourned.

The feature of the speech of Mr. Sloan was his insistence that the influx of Orientals would discourage white settlers from coming to British Columbia, the resources of which were capable of development by white labour, and that, unless the present policy was reversed the region from the Rocky Mountains to the Pacific would become a possession of the Orient.

Ecclesiastical.

At a Consistory, the Pope has created two Italian and two French Cardinals.

Later.

Oriental Immigration to the United States.

There are indications that the Californians intend to utilize the arrival of the battleships, for the purpose of strengthening the anti-Oriental agitation, for which purpose they are organizing a great demonstration in honour of the fleet.

Mine Explosion in Alabama.

Thirty-five bodies have been recovered from the colliery explosion at Birmingham. Seventy perished.

This is the third terrible mining disaster in a fortnight.

Later.

Obituary.

The death of Lord Kelvin is announced.

TYPHOON WARNING.

The telegrams quoted below have been received by the American Consulate-General from the Manila Observatory:—

December 18th, 1907, at 4.15 p.m.
Typhoon near eastern Visayas; another typhoon south Yap Western Carolines.
December 19th, 1907, at 9 a.m.
Typhoon about 15° lat. between 122 and 123° long. moving W.N.W.

WEST RIVER PATROL.

CHINESE COMPLAINTS.

"BRITISHERS' PERVERSE CONDUCT AND INTERFERENCE."

[From a Correspondent.]

Shamshui, 17th December.

The Canton Government League of Canton has been repeatedly in receipt of letters from various ports along the West River, reporting the independent action of the British flotilla. Yesterday, another letter was received from the Tung Chi (United Society) of Shamshui stating how the launch and the master of another one were detained by the British. The text of that letter was published this morning with an intimation that the question is a critical one and that effective means should be urgently devised to secure the withdrawal of the flotilla. The translation of the letter is as follows:—

"Gentlemen,—The British flotilla, while cruising along the West River and touching at various places, should not have the right of interfering with our internal government. On the 10th inst. (6th day of this month) a launch and junk, plying between Canton and Wuchow, infringed the Customs' regulation by towing several other cargo-junks. The launch, whose name is On To, was detained by a British gunboat for three days and the master of the launch was also held in custody aboard the gunboat during the same time and was only released after being forced to pay a fine of 20 to the I. M. Customs. Two days after this (12th inst.), a launch named Ting Fat (plying between Dosing and Sai-nam) had on board a few pieces of firearms carried by the protecting 'braves.' The British gunboat came along and made a search on board the launch. It was found that there was no corresponding fire-arms certificate and the launch was instantly detained for the offence of carrying arms without a permit and has not been released up to the present time. The full consequence of such perversive conduct and interference is unfathomable. We earnestly request you gentlemen, to exert yourselves in devising means for our protection and that you will not give up your energy until our aim, the withdrawal of the British flotilla, has been achieved. The inland navigation business and especially the prestige of our country are at stake. We hereby present our urgent prayers with best compliments."

CHINESE LAUNCH OVERHAULED.

SAMSHUI GENTRY INDIGNANT.

[From a Correspondent.]

Canton, 18th December.

Following is an extract from the Tung Chi Shih (United Society) of Shamshui to the Canton Self-Government League (received yesterday):—

Gentlemen,—A launch under the Chinese flag named Hui On was, yesterday, towing a kerosene junk from Hongkong to Shamshui and while passing a place called Ho Cing, she was hailed by the gunboat Moorhen (?) to stop her engines. When this was complied with, officers from the gunboat boarded and overhauled the launch. Without listening to the explanation given by the crew of the launch, the British officers seized all the launch's papers, together with her master and two sailors and took them on board the gunboat. Up to the present time, they are still in custody. Alas! Such atrocious conduct is utterly insupportable. The intention alleged by the British for mobilizing and dispatching this flotilla up the river was for the inspection of launches under the British flag. Why a launch under the Dragon flag should be overhauled is incomprehensible. Being dissatisfied with the result of their inspection, the British officers deliberately seized the launch's crew and papers.

We fear that from Chinese launches the encroachment will proceed to native crafts and from native crafts, it will come upon villages. Then, and not till then, the anti-foreign feeling will be aroused and what will be the result of such interference? If a civilized method of protesting against this encroachment be not immediately devised and the withdrawal of the British flotilla be not effected, will there be an inch of independent soil left to the Chinese south of the Five Mountains? We earnestly pray that you gentlemen, will take this matter up seriously and a petition should be sent to H. E. our Viceroy requesting him to check such a precedent by the British to prevent its being followed by other nations. H. E. Viceroy Chang will undoubtedly communicate with the British Admiral through the Consul-General at Canton asking him to order the withdrawal of the British torpedo and gunboats with dignified expressions in order to save the situation and ease the minds of the people in the interior of these two provinces.

With compliments from "Tung Chi Shih" Shamshui.

ANOTHER VERSION.

[From Our Own Correspondent.]

Canton, 18th December.

Yesterday, the Canton Self-Government League was in receipt of a letter from Hui On stating that, on the 16th inst., a steam-launch named Hui On flying the Chinese flag, with a cargo-boat laden with kerosene oil, was proceeding from Hongkong met H.M.S. Moorhen when approaching Hui On, and was then at once ordered to stop by the latter. The crew of the British gunboat boarded the launch and inspected her and ultimately took away all her necessary papers from her. In addition to arresting the master and two of her crew. The papers and the men arrested by the British have not yet been released. In the letter, the writer stated that he was quite at a loss to understand why this British vessel should have interfered with a launch flying the Dragon flag which was the present British flotilla was not permitted to take, as the British

authorities had previously informed the Chinese Government. Under the present circumstances it was feared that the crew of the British flotilla will not only interfere with Chinese-flagged vessels but might also interfere with the internal government of the province, so that serious consequences will undoubtedly arise in a short time. In consideration of the above facts, it is suggested that the British flotilla should be taken to protest against the presence of the vessels of the British flotilla on the rivers and to bring about the early departure of this fleet from the province. In the latter the League was asked to petition H. E. the Viceroy reporting the incident as described, and to request H. E. to make representations to the British Consul-General at Canton in order to have the flotilla withdrawn from the delta at an early date so as to pacify the minds of the public.

PROPOSED WUCHOW STEAMBOAT CO.

On receipt of the letter from Wuchow to the effect that a shipping company is proposed to be floated with a capital of 1,000,000 in shares of \$5 each for the purpose of placing steamers in competition with foreign vessels on the Canton-Wuchow and the Hongkong-Wuchow runs, the Canton Self-Government League has issued a circular calling a meeting, which is to take place at the headquarters of the League to discuss matters in connection with the scheme and to take other steps to protest against the West River patrol question.

CHINA PONY'S WILD CARCAN

WRECKED CONSIDERABLE DAMAGE IN HOLLYWOOD ROAD.

All that part of Hollywood Road ranging from the end of Wyndham Street as far down as the old Western Hotel was the scene of a most thrilling runaway yesterday evening.

A big grey China pony was the cause of the excitement. The pony charged down the road like a cavalry charger, scattering the stalls flying in all directions and injuring seven persons, including two women whose chances of recovery are considered small. They had their mouths kicked in by the wild brute.

To whom the pony belonged is not known at the time of writing, but on inquiries being made by one of our reporters it seems that the pony started out on his tour from the parade ground in the afternoon. He was being ridden by a man, and, taking fright at something or other, pitched his rider off, severely injuring him, and started up the road. Later the mallow was removed to hospital. Nothing of any exciting character occurred until the beast arrived in Hollywood Road, at about seven o'clock, where a yelling crowd started him on his career. Down the road to the west the frightened animal charged, idlers, hawkers, street coolies and even policemen scattering at his approach. Several more or less plucky coolies made an effort to stop the pony by forming a phalanx in the middle of the road, but that was of no avail. The pony tore through the gang, injuring a couple.

Four coolies, who had control of an empty truck, saw the pony coming. They ran the truck into the gutter and, seizing a piece of rope which was attached to a carrying pole one of the truckmen tried to lasso him. When he was picked up from the road he was murmuring something unintelligible—but somebody made it out as I come and die. Just outside the Chinese recreation ground was an army of hawkers exhibiting their wares for sale. As the pony arrived near this quarter three men armed with sticks rushed at him. The pony reared and served into the gutter, upsetting a number of stalls and falling himself. In scrambling to his feet again more stalls went over. Paying little heed to the infuriated animal crowd scrambled at his heels for the food stuffs that lay in the street. The pony reared again and lashed out from behind several times, striking two women on the mouth and injuring several others. Egged on by the screaming mob behind him, the pony dashed towards Square Street and finding his passage there blocked by a flight of stone steps he switched round suddenly and tore down Hollywood Road again. At the corner of Lancaster Row a European policeman, whose number or name could not be ascertained, saw the steed making his way. He waited until he got near him, and hauling out his truncheon dealt it a coup de grace full on the head. This did not bring about the desired effect and the pony went on, lashing out furiously from the rear. Standing on the footpath at the next corner was a District Watchman. He rushed to the centre of the road, stamped his foot hard on the ground so as to get a firm footing, and extended his arms eagle fashion. But before the pony got near him he remembered that some unlicensed hawkers were about, and, turning away, seized the first lad he saw, boxed his ears soundly, and went up the next street.

In Queen's Road West the chase after the "desperado" came to an end. The animal had become winded and stood quiet while some one adjusted his halter. He was then led away. The number of persons seriously injured is put down as seven, but there were many more who received bruises about the body. The more serious cases were requested to go to hospital, but they one and all refused. The two women, who were kicked in the face, returned home. At about nine o'clock part of a saddle and saddle cloth were taken to the Central Police Station and handed over to Inspector Smith.

A TAILOR named Li Tim Shing, of Queen's Road Central, and a boarding-house keeper, of Connaught Road Central, were charged, at the Police Court, this morning, with carrying arms and ammunition without permits. The tailor was found on board the steamer Sui Tai with a revolver in his pocket, while the boarding-house man was arrested on board the Sui Lee. He had in his possession a revolver and forty-seven rounds of ammunition. They were fined \$5 by Mr. Gassland, and the arms and ammunition forfeited.

A PARTNERSHIP QUESTION.

JUDGMENT AT THE SUPREME COURT.

SUGGESTS ABANDONING "TONG" NAMES.

His Honour Sir Francis Piggott (Chief Justice) delivered his reserved judgment at the Supreme Court this forenoon in the action brought by the Kwong Fung Wo firm, of 60, Bonham Strand, against the Wing Ki Cheong firm, 216, Des Voeux Road West, in the matter of an issue between the plaintiff firm and Chan Mau Chi, otherwise Chan Pui Sin Tong, and Yim Wai Tak Tong, otherwise Yim Ling Kai, otherwise Yim Quon. The question his Lordship had to decide was whether or not Chan Mau Chi and Yim Quon had at any time been partners in the defendant firm.

His Lordship the Chief Justice said:—I very much regret that when I was trying this action I had rather an acute attack of the prevalent complaint so common to the Colony at this time of the year, and, therefore, I am afraid certain points must have escaped me during the trial and I have got to do what I very much object to doing, that is, notice in the judgment certain points which I did not put clearly or at all to Counsel engaged, but I have so clear a view on these points that I did not think it necessary to put the parties to the trouble of further days' argument. First, I may say that this is another partnership issue in which the issue is fogged by the use of long names. I do not know whether it is any use but if it is any use I strongly recommend some influential body of Chinese merchants to meet together, and see if they cannot possibly abandon these long names—either to abandon it themselves (the use of it) or to abandon dealing with partners, firms, in which long names are used. A great number of issues come before the Court, and the Court, Counsel and everybody engaged are busily endeavouring to unravel what the parties know perfectly well is the truth. I may be absolutely wrong in the conclusions I have come to but all I can say is that it is the parties' own fault for using long names and dealing with firms who use them and not taking sufficient precautions to see that the actual partners are really known.

Now, as to Yim Quon: There is a curious slip in the procedure with regard to this issue, that is, in the form of the partnership issue—it is directed to inquire whether two different people are partners in the firm. They are really two distinct issues and should not have been combined in one. The evidence in one is not evidence in the other. The wrong was alleged to be partners and on an entirely different footing. They are not co-defendants at all, but, unfortunately, they were so treated and it admitted an exceedingly ingenious argument into the mouth of the plaintiff's Counsel. With regard to Yim Quon I indicated when Sir Henry Bekeley moved for a non-suit that I had very grave doubts as to whether there really was a case against him and I still have doubts, because the *prima facie* evidence against him in accordance with the rule I will indicate presently is practically the fact of his having had dinner in the guest room and that is consistent with the respect that might be shown to a landlord visiting his premises to his being a partner. But I assume there is just enough evidence to satisfy the rule which I shall refer to presently in order that Pun Sik Chi's evidence may be admitted as if it were made with regard to him and by his authority. But this confirmatory evidence is the evidence of one man only and on the other side there is a double denial, a denial by Yim Quon and also a denial by Chan Mau Chi of the fact that he introduced him as a partner, and I think it will be too dangerous on such slender evidence to find that he was a partner. But then it was said supposing I were to find that Chan Mau Chi was a partner that would show Pun Sik Chi's evidence to be trustworthy in that respect and so trustworthy in Yim Quon's case and also that Chan Mau Chi's is unreliable. The two defendants are not joint defendants and I must treat Yim Quon as entirely distinct from Chan Mau Chi. The evidence of the one could not be brought to support the case against Yim Quon. No jury would find on that evidence, and as far as the issue against Yim Quon is concerned he must have judgment.

And now as to Chan Mau Chi: The first objection was taken to the reception of the evidence of Pun Sik Chi. I think on consideration it was properly taken, but my ruling must only be considered to apply to a trial before a judge, because he can do what a jury is supposed to, or very likely cannot do, omit from consideration evidence which has in fact been given. I do not see any harm in admitting the evidence as I did admit it, because the learned Counsel opened, with the fact that *prima facie* evidence would be given as to the partnership and that confirmatory evidence by persons in the position of Pun Sik Chi could be admitted. I think it is a mistake to say that the current of authorities requires a partnership to be proved up to the hilt before such confirmatory evidence can be admitted. It is sufficient to show a sufficient *prima facie* case that a responsible man might come to the conclusion that there has been a partnership and that these statements as being on the authority of the alleged partner should come in to confirm *prima facie* case. With regard to the admission of the letters I confess on consideration that I am doubtful whether they should have been admitted and if it were necessary for me to rely on them in the decision I am going to give I think I should have asked that that point be further argued. Now, the case put forward is that some witnesses say that Chan Mau Chi took part in the management or consultations with regard to the firm's opening festival dinner he sat in one of the seats of the hostess. This is a quite sufficient *prima facie* case of the partnership and then it is reinforced by Pun Sik Chi's statements, which we may now take to have been made on authority. The partnership was denied, but the defendant undertook to show that Chan Pui Sin Tong—the long name in the

partnership book—really is. I think some capital was made out of this quite legitimately, but I doubt very much whether, the circumstances being as we know, it could have been avoided. In fact, the documents put in showed that that was the case from the very beginning. These books profess to show that Chan Pui Sin Tong was Chan Chun Chiu (deceased) and that Chan Mau Chi acted for his widow and that all he did, or is alleged to have done, if he did anything at all, was done on behalf of the widow. Now here is a point of some interest: Chan Mau Chi puts forward a case which depends on a fraud of the revenue laws, not committed by him, but committed and assisted by him. The proper course to substantiate a case of that sort would be to put in the probate taken out by the widow but she did not take out any and I am not quite sure whether the case does not break down here, but I have no authority at hand to justify my opinion, so I will not press it.

But two things I am certain of: If I give judgment for Chan Mau Chi a fine would be inflicted on someone for removing papers from the jurisdiction without taking out probate, and secondly it raises a suspicion against the bona fides of the case. I cannot accept the view that this is often done by Chinese as an excuse. The Courts are bound to support the revenue laws of the Colony and I should be doing wrong in according to a document removed in contravention of the revenue law the same weight as I should attach to a document free of suspicion. Then there is another way of looking at it. The law provides a means of justifying the title to the property of a deceased in the person justly entitled to it. It awards a public document which in itself is a document of title and if a person does not choose to adopt the course the law provides they must take the consequences and one of the consequences in this case would undoubtedly have been that if I found Chan Mau Chi a partner he would have to bear all the costs of the case, because the suit was started entirely through his own neglect or the person for whom he was acting in not taking out probate and so justifying his title, if that title is true. If there had been probate as the law requires the plaintiff, having a public document to which they could refer, would not have made their allegations of partnership, and therefore, as I say, supporting Chan Mau Chi was held to be a partner, he would undoubtedly have to pay a large proportion, if not all the costs of the issue.

It is not at all in the suspicious circumstance is that the books on which much reliance was placed to show that Chan Pui Sin Tong really was, are produced from the keeping, which is in fraud of the bankruptcy laws and this adds a further suspicion in a case which from its very inception has been suspicious. If I had any doubt left about the unsoundness of the defendant's case it is let at rest by another curious consideration, one of these which unfortunately escaped me at the trial. Chan Pui Sin Tong's copy of the partnership agreement had written on it in large imposing characters the alleged real partner's name. That is to say, on a book which was the private property of a partner and which was not intended to be seen by other partners at all, which was to remain in his own keeping, had written on it in startling characters the name, which it is the admitted object of the use of the long name to conceal; and it was written at the same time as the scribe of the firm was writing the long name so carefully and beautifully. I do not believe this is possible and I do not believe any jury would believe so either. These three points lead me to a very clear opinion that the case set up by Chan Mau Chi as to who really is the owner of the long name has broken down and it is unnecessary for me to go into the many minor points which confused this issue and made it exceedingly difficult to unravel.

Therefore, by the failure of the defendants to prove what they set out to prove, sets up the plaintiff's case, which I must accept. I cannot call it a very strong one and I cannot omit to refer to the fact that Pun Sik Chi does not seem to have believed very honourably to the firm, whose credit has been attacked on this ground. I may add that if I had based my decision on the documents and letters, assuming them to have been properly received in evidence, I would have given judgment against Chan Mau Chi, who juggled with his case and said he acted and spoke as these letters say he did but in the capacity as representative of the widow. If I am wrong he has only got himself to blame.

Therefore, judgment will be on the issue with regard to Yim Quon, for Yim Quon, and in the issue with regard to Chan Mau Chi for the plaintiff. The Registrar will have no difficulty in discriminating between the costs.

POLLARD'S LILLIPUTIAN OPERA CO.

Playgoers are to be afforded a treat with the coming to Hongkong again of Pollard's Lilliputians, opening their season next Saturday, December 21st. The productions by the famous little people are complete in every detail, and the talent they show is far ahead of that of the majority of the high-class adult companies. Such dancing and drill work cannot be seen in any other organisation, and the children enjoy their work thoroughly. They have the best of care, and all are bright and intelligent. Their recent tour to the United States and Canada, was one continued ovation. The opening bill will be "The Belle of New York," one of the most successful of the many English and American successes in their repertoire. The children are admirably cast, and will surely sustain the high reputation they have made everywhere.

The Box Plan is now open at the Robinson Piano Co.

STATION leave of absence has been granted to Lieut.-Colonel and Bt.-Colonel F. E. Keel, R.G.A. from 23rd to 29th December, and to Major L. H. Perry, R.G.A. from 23rd December, 1907, to 31st January, 1908.

To-day's Advertisements.

TO LET.

NO. 1, WOODLANDS TERRACE. An 8-ROOMED HOUSE, with Fine View of the Harbour.
Moderate Rental.
Apply to—

P. M. N. DA SILVA,
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Hongkong, 9th December, 1907. [1106]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

SATURDAY,
the 21st December, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising:—
FINE CARVED IVORY CARVINGS,
BRASS BUDDHAS, VASES, FLOWER
VOTS, SATSUMA and CLOISONNE
WARE, CARVED CHERRY WOOD
TABLES, STANDS, MOTHER-OF-PEARL
INLAID PANELS, SILK-EMBROIDERED
BED and TABLE COVERS, SCREENS,
&c., &c.
Catalogue will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 19th December, 1907. [1101]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

TUESDAY,
the 24th December, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A QUANTITY OF
ENGLISH JEWELRY,
Comprising:—
DIAMOND RINGS, GOLD CHAINS,
BRACELETS, PINS, GOLD WATCHES,
NECK CHAINS and FANCY GOODS;
ALSO
MISCELLANEOUS GOODS,
Comprising:—
NEW ENGLISH OVERCOATS,
MACINTOSHES, HATS, SUITS OF
CLOTHES, STYANTS, BINOCULARS,
MICROSCOPES, SHOOTING BOOTS,
CLOCKS, BAROMETERS, GOLD
CHRONOMETER by Arnold, SURVEYORS'
LEVEL, and VALUABLE SINGLE STONE
DIAMOND RING.
Catalogue will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 19th December, 1907. [1105]

PUBLIC AUCTION.

THE Undersigned have received instructions from G. DE CHAMPAUX, Esq., to sell by
PUBLIC AUCTION,
ON

FRIDAY,
the 27th December, 1907, at 11 A.M., within his
residence, No. 1, The Albany,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
THREEHOLD FURNITURE,
Comprising:—
TAPESTRY-COVERED DRAWING
ROOM SUITE, TEAKWOOD OVER-
MANTEL, TEAKWOOD EXTENSION
DINING TABLE and CHAIRS, SIDE-
BOARD and DINNER WAGGONS,
GLASS, CROCKERY and E.P. WARE,
TEAKWOOD WARDROBES with BEVELLED
GLASS, SINGLE IRON BEDSTEADS
and BEDDING, MARBLED TOP WASH-
STANDS, BOOK-SHELVES, &c., &c., &c.
Catalogue will be issued.
On view on MONDAY, the 23rd inst.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 19th December, 1907. [1103]

INTERPORT SCHOOL FOOTBALL.

QUEEN'S COLLEGE vs. CANTON CHRISTIAN COLLEGE.

It is not very often that an Interport School Football match is played in Hongkong. One, however, was in progress yesterday afternoon at the Happy Valley, on the Hongkong Football Club ground. The return match of the Canton College and Queen's College was played off at 2.30 p.m. The match lasted for an hour and a half, with 4 minutes' each half. The ground was well crowded with spectators to watch this interesting event. The teams were as follows:—The Canton Christian College (Goal) Li Pang Kwan, (backs) Chow Man Kwong, Pan Lok Chun, (halves) Yan Po Lin, Tang Chi Lun, and Au Hak Ming, (forwards) Li Ming Tak, Suen Fai Man (capt.), Lau Pak Tong, Ho Mak and Wong Kai Ming. Queen's College:—(Goal) Yeung Kam Ling, (backs) A. Abbas, A. J. Hassan, (halves) Lo Ho Ching, K. Khan, J. Chunyut, (forwards) Ip Sum, U Hing Yat, Tung Chun, Lo Chuk San, and Y. Abbas (captain). Referee:—W. Spring (H.M.S. *Memmouth*).

The Canton team had improved considerably and played a much better game than last year. Their defence in the first half was strong, and their full-backs played a steady game. During the first half the Queen's scholars managed to score two goals, the first one by Fung Sz Sun, and was followed by Ip Sum, who played a very good game at left wing. In the second half the Canton team dropped considerably and four more goals were added to the score, two by Y. Abbas, and two by Fung Sz Sun. Thus the game ended in a win for the local team by six goals to nil. The Queen's scholars throughout played a very good game, especially J. Chunyut, in the halves, who played extremely well. Hassan made a very poor show at full back, and this made his partner, A. Abbas, do all the work.

Before the match commenced Mee Cheung took the photograph of both teams, with Dr. G. H. Bateson Wright, headmaster of Queen's College, Mr. E. Ralph, and the Canton College Masters in the group.

The visitors arrived on Wednesday morning, with three masters in charge; they were received by Y. Abbas and his team. They left by the 8.40 Hong Kong train at 9 p.m. yesterday.

Intimations



THE

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BUILT UNDER OUR PERSONAL SUPERVISION

EMBOWING 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 5th December, 1907. [112]

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NEW YEAR

HAMPERS.

(FROM \$15.00 AND UPWARDS.)

HAMPERS

CONTAINING 12 BOTTLES

OF THE

CHOICEST WINES, SPIRITS,

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We invite you to call

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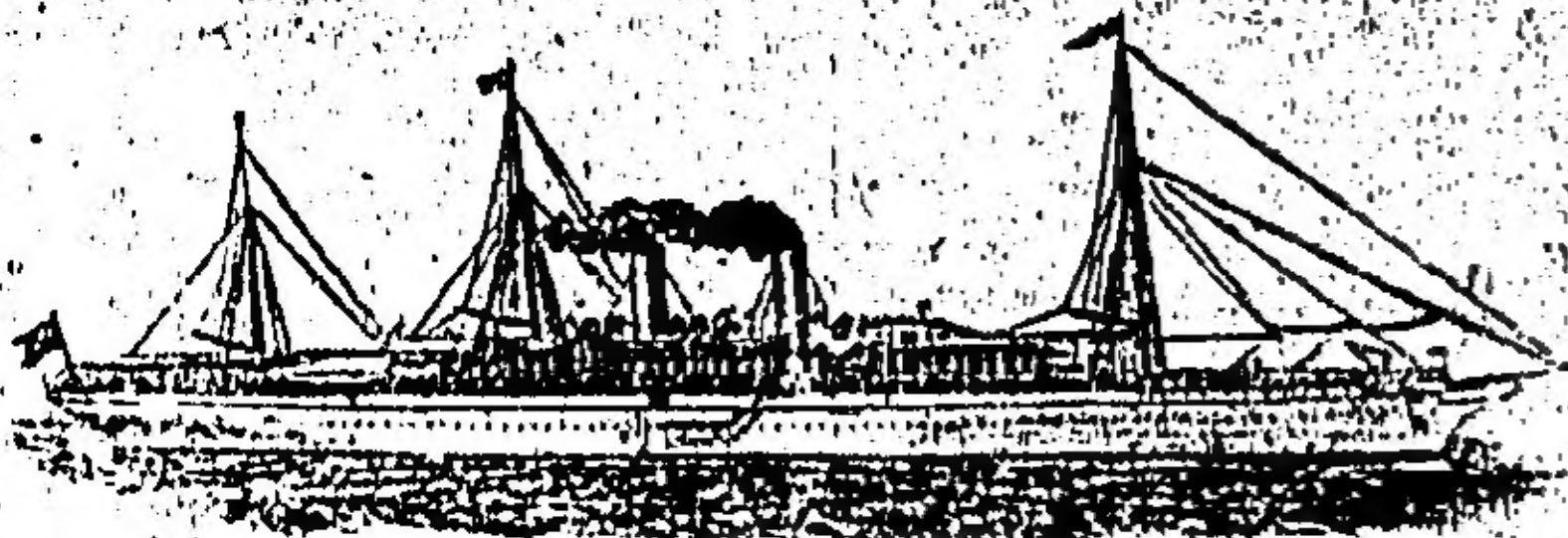
12, QUEEN'S ROAD CENTRAL

Telephone No. 135

Hongkong, 12th December, 1907. [113]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

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R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.
Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
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R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 24th October, 1907. (1)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	CHOY-SANG	FRIDAY, 20th Dec., Noon.
MANILA	LOONG-SANG	FRIDAY, 20th Dec., 4 P.M.
SHANGHAI, TSINGTAU & CHEFOO	LIEN-SHING	SATURDAY, 21st Dec., Noon.
SANDAKAN	MAUSANG	MONDAY, 23rd Dec., 4 P.M.
SHANGHAI VIA NINGPO	KWONG-SANG	MONDAY, 23rd Dec., 4 P.M.
MANILA	YUEN-SANG	FRIDAY, 27th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOK-SANG	SATURDAY, 28th Dec., 3 P.M.
SEAPORT, PENANG & CALCUTTA	KU-SANG	TUESDAY, 31st Dec., 3 P.M.
SEAPORT, PENANG & CALCUTTA	LAISANG	TUESDAY, 7th Jan., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	5 85	10 00
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtze River.
Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	"SHANGHAI"	20th Dec., daylight.
PAKHOI & HAIPHONG	"SINGAPORE"	21st " " 4 P.M.
MANILA	"TAMING"	24th " " "
NINGPO	"TANGCHOW"	24th " " "
SHANGHAI	"SHANGHAI"	24th " " "
CEBU & LOILO	"SUNGKIANG"	25th " " "
SHANGHAI	"YONGHONG"	28th " " "
MANILA	"TEAN"	31st " " "
SHANGHAI	"KUKIANG"	1st Jan., " "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	1st Jan., " "
CEBU & LOILO	"KAIFONG"	3rd " " "
YOKOHAMA & KOBE	"CHINGTU"	9th " " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
HUJI	1540	Almond	MANILA	SATURDAY, 21st Dec., 1907.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 28th Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

CHINA & MANILA STEAMSHIP CO., LIMITED.

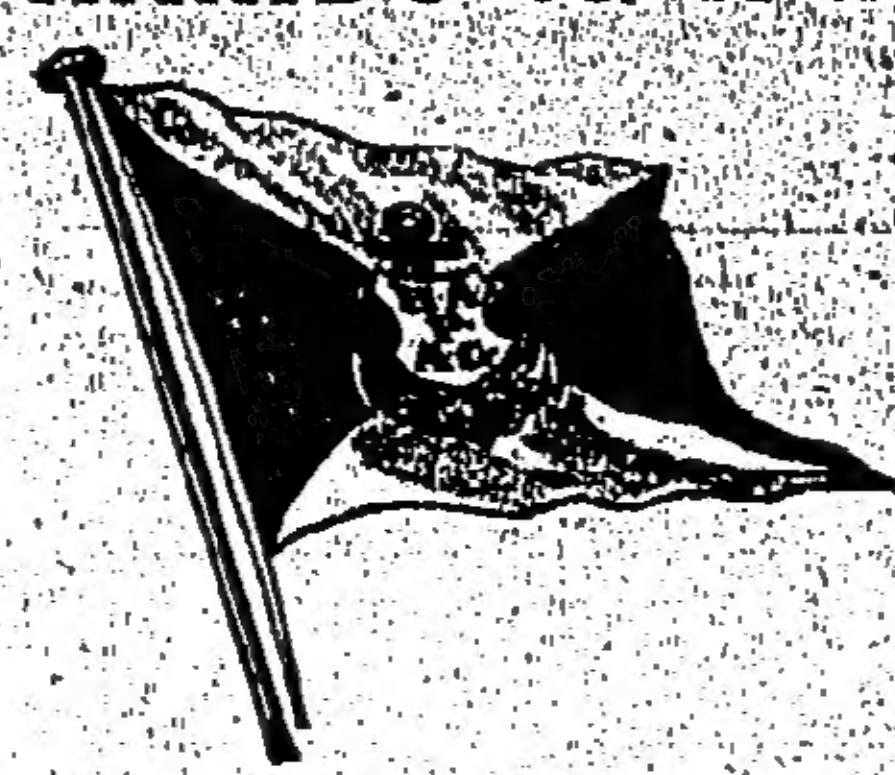
MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3RD FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.
We have arranged a Special Fare for this Round Trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.
For further particulars, apply to the Undersigned.

SHEWAN TOMES & CO.,
General Managers.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167,000 Tons
with
916,000
Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.
HIGHEST COMFORT, ONLY
LOWER BERTHS.
Laundry on board, Doctor, Stewardesses carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
HAMBURG 21st Dec.	SCANDIA 9th Jan., 1908
RHENANIA 21st Jan., 1908	HAUSBURG 30th Jan., 1908
HOHENSTAUFEN 22nd Feb., 1908	RHENANIA 26th Feb., 1908
	HOHENSTAUFEN 25th March, 1908

Hongkong, 14th December, 1907. (1)

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply in

SHEWAN, TOMES & CO.,
General Agents.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN
HONGKONG, CALLAO
AND
IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU, and
SALINA CRUZ.

Steamers	Tons	To sail
KATHERINE PARK	6,000	SATURDAY, 28th inst., Noon.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th December, 1907. (166)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Sundays excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).
These Fine New Steamers have unexcelled Accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First-Class Cabins.
Passage Fare—Single Journey 24.
Meals 15.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.
YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 2, Queen's Road West.

Hongkong, 3rd July, 1907. (1)

Consignees.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st of December, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of December, at 9.30 A.M.
All Claims must reach us before the 25th of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co.,
Agents.

Hongkong, 14th December, 1907. (1)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th December, 1907. (1100)

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PATANI"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of December, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of December, at 9.30 A.M.
All Claims must reach us before the 27th of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co.,
Agents.

Hongkong, 16th December, 1907. (1)

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PAINZ-ETTEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 17th of December, at Noon.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th of December, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of December, at 9.30 A.M.
All claims must reach us before the 28th of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co.,
Agents.

Hongkong, 18th December, 1907. (1)

SWATOW DRAWN WORK

COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality.

ALSO

SWATOW BEST FEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES.

All from the best French patterns.

HONGKONG AND SWATOW

Agents.

Hongkong, 19th October, 1907. (164)

WEATHER FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1/2 U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and 1/2 U.M. below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flag-staff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.

Waglan.

Stanley.

Cape Collinson.

Abandon.

Sau Ki Wan.

Sai Kung.

Sau Tau Koi.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light houses.

F. C. FLOOD,
Director.

Hongkong, 19th July, 1907.

COMMERCIAL.

SHARK LIST.	5.45 p.m.
Shanghai Docks	71 1/2
Hongkong	307 1/2
China Engineering	150 1/2
Sumatra	117 1/2
Ewos	53 1/2
Laogkate	350 ex div. & b.

TO-DAY'S EXCHANGE.	11.30 A.M.
London—Bank T.T.	109 1/2
Do. Demand	110 1/2
Do. 1 month sight	110 3/4

FRANCE—Bank T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4
Germany—Bank T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4
India T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4
Shanghai—Bank T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4
Singapore—Bank T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4
Japan—Bank T.T.	110 3/4
Do. Demand	110 3/4
Do. 1 month sight	110 3/4

RAISING	11.30 A.M.
4 months sight L.C.	110 3/4
6 months sight L.C.	110 3/4
10 days' sight L.C.	110 3/4
4 months sight do.	110 3/4
6 months sight do.	110 3/4
10 days' sight do.	110 3/4
4 months sight do.	110 3/4
6 months sight do.	110 3/4
10 days' sight do.	110 3/4
4 months sight do.	110 3/4
6 months sight do.	110 3/4
10 days' sight do.	110 3/4
4 months sight do.	110 3/4
6 months sight do.	110 3/4
10 days' sight do.	110 3/4
4 months sight do.	110 3/4
6 months sight do.	110 3/4
10 days' sight do.	110 3/4

OPPIUM QUOTATIONS.	11.30 A.M.
Malwa New	850/870
Old	870/900
Older	910/920
Oldest	920/930
Patna New	910/920
Old	920/930
Older	930/940
Oldest	940/950
Bengal New	910/920
Old	920/930
Older	930/940
Oldest	940/950

SHIPPING AND MARINE.

MAILED.	11.30 A.M.
German (Sachin) 24th inst.	
Indian (Fookang) 25th inst.	
Australian (Talyuan) 26th inst.	
Indian (Lansang) 27th inst.	
Australian (Chinglu) 28th inst.	

The S.S. *Shanghai* left Shanghai on 18th inst. and is due here on 21st inst. a.m.

The E. & A. Co.'s s.s. *Ember* left Sydney on 17th inst. for this port via Q. Teasdale.

The "Ben" Line s.s. *Pennsylvania*, from Leth and London, left Singapore yesterday, for this port.

The Imperial German Mail s.s. *Prinz Ludwig*, which left here on 22nd ult., arrived at Genoa on 18th inst. at 8 a.m.

The M. M. Co.'s s.s. *Salvator*, with the next French mail, will leave Saigon on 20th inst. at 1 p.m. for this port.

The S.S. *Empress of Japan* which left Hongkong on 21st ult., and Yokohama on 28th ult., arrived in New York on 17th inst., thus making a transit of 26 days from Hongkong and 10 days from Yokohama.

The S.S. *Katharine Park* from South American Ports arrived at Yokohama on 12th inst., left Yokohama on 13th ult. afternoon, for Kobe, left Kobe for this port on 17th inst., and is expected to arrive here on 23rd inst.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory—

On the 19th at 12.20 p.m.—The barometer has fallen over the Philippines and the depression appears to be now situated over Archipelago to the South of Luzon, and to be moving Westwards.

Pressure has decreased also over N. China, probably owing to the advance of a depression from the Westward. The anticyclonic area remains over the Upper Yangtze.

Strong monsoon may be expected in the Formosa Channel, and hard N. and N.E. gales over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, strong; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING.

ARRIVALS.	11.30 A.M.
Kwongkong, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Shanghai 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	
Swatow, Br. s.s., 1418, W. P. Baker, 19th Dec.	

DEPARTURES.

11.30 A.M.	11.30 A.M.
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	
Prize, Rital, Friedrich, for Shanghai, 19th Dec.	

CLEARANCES AT THE HARBOUR.

3rd December—*Austria*, *Chowchow*, *Ching Wo*, *Santa*, 6th December—*Ernest Simon*, *Wendy*, *Bernie*, *Glenn*, *Yalling*, *Sikang*, *Newenue*, 10th December—*Anchors*, *Banca*, *Bendish*, *Flintshire*, *Idemeneus*, *Pulswan*, *Culchua*, *Suevia*, *Zitex*, 13th December—*Indus*, *Maru*, *Kowach*, *Maru*, *Yarra*, *Prinz Ludwig*, *Waycastle*, *Prinz*, 17th December—*Dardanus*, *Verona*.

Hawit, for Haiphong.
Empress of China, for Vancouver.
Carl Diederichsen, for Swatow.
Telegraph, for Saigon.
Moyuwa, for Shanghai.
Mandarin Maru, for Kuching.
Rio Loma, Portuguese gunboat, for Macao.

Passengers arrived.
Per *Delfin Maru*, from Tamsui—Mr. Tai, 53 Chinese, and 21 panes.
Per *Keowang*, from Shanghai—Mrs. F. R. Zikow, Miss Latchford, Miss T. Nye, Messrs. Naram Singh, R. Lenz, T. Luitinghaus, and 71 Chinese.

Passengers departed.
Per *Prinz Friedrich*, for Shanghai—Mr. and Mrs. Siegel, Mr. and Mrs. James A. Low, Messrs. Winter B. Ummer, S. H. El Meyer, Westelhaft, G. H. Atkinson, Lybka and T. Toff. For Nagasaki—Mrs. A. Wessing, Messrs. Yamaguchi, Mitani, Okamoto and Nomura. For Kobe—Messrs. S. Kato and Hasegawa. For Yokohama—Messrs. E. v. Riedl, Riedenstein, F. A. Krull, and Mrs. Roth.

Shipping Reports.
Mr. Kwongkong, from Shanghai—Moderate N.E. wind; gale; Shanghai to Chapel Hill, thence moderate N.E. wind to Swatow. Cloudy high N.E. sea throughout; current set S. S.W. by 2 knots per hour.

Mr. Ragnar, from Wakamatsu—S.W. and N.W. gales, had first days of voyage from Heishan Lamocks very strong monsoon with heavy sea, overcast. Lamocks to port moderate breeze, light, clouded.

VESSELS IN PORT.

STAMPS.

Chiyeun, Ch. s.s., 1177, C. Stewart, 18th Dec.

Canton 18th Dec, Gen.—C. M. S. N. Co.

Coquet, Br. s.s., 286, T. Walker, 17th Dec.

Kuching 17th Dec, Gen.—M. B. S. Co.

Courfield, Br. s.s., 4,517, J. Wiseman, 17th Dec.

Ching-wang-tai via Chiofou 17th Dec, Ballast—G. L. & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, 17th Dec.

N. C. v. 16th Dec.—Vancouver, (B.C.) 26th Dec.

and Shanghai 17th Dec, Ballast—C. P. R. Co.

Frithof, Nor. s.s., 891, O. Andersen, 14th Dec.

Angkor, Thorne & Co.

Glenn, Br. s.s., 2,274, J. Rafferty, 30th Nov.

Salina Cruz 16th Nov, Ballast—C. M. S. Co.

Gregory Apar, Br. s.s., 2,061, S. H. Belton, 17th Dec.

Nagasaki 17th Dec, Gen.—C. M. S. Co.

Cal.—D. S. & Co., Ltd.

Hainan, Br. s.s., 636, A. J. Robson, 18th Dec.

Foochow, 17th Dec, Amoy 16th, and Swatow 17th Dec, Gen.—D. L. & Co.

Helene, Ger. s.s., 771, J. Jensen, 17th Dec.

Toutane and Quahon 14th Dec, Rice and Gen.—J. & Co.

Holste, Ger. s.s., 985, A. Nijhr, 17th Dec.

Swatow 10th Dec, Gen.—J. & Co.

Hue, Fr. s.s., 705, J. Pannier, 16th Dec.

Haiphong via Pakhoi, Hoikow and Kwong-chow-wan 12th Dec, Gen.—A. R. M.

Huichow, Br. s.s., 1,217, E. Forsyth, 18th Dec.

Canton 17th Dec, Gen.—B. & S.

Iyo Maru, Jap. s.s., 3,918, Wm Thompson, 15th Dec.

Shanghai 12th Dec, Gen.—N. V. K.

Jacob Diederichsen, Ger. s.s., 623, Hensen, 8th Dec.

Haikow 7th Dec, Gen.—J. & Co.

Kohsichang, Ger. s.s., 1,000, C. Rosiefky, 12th Dec.

Bangkok and Tourane 7th Dec, Rice and Gen.—B. & S.

Toungsang, Br. s.s., 1,000, J. Payne, 16th Dec.

Dec.—Vanila 13th Dec, Gen.—J. & Co.

Vanila, G. s.s., 1,118, J. Minssen, 14th Dec.

Melbourne and Sydney 19th Nov, Gen.—M. & Co.

Mathilde, Ger. s.s., 831, A. P. Ulderup, 16th Dec.

Haiphong and Hoikow 14th Dec, Rice and Gen.—J. & Co.

Maungki, Br. s.s., 1,644, R. Houghton, 11th Dec.

Sandakan 11th Dec, Timber and Gen.—J. M. & Co.

Merapi, Dut. s.s., 1,000, E. Uldall, 11th Dec.

Java via Singapore 9th Dec, Sugar and Cotton—Chinese.

Mercedes, Br. s.s., 3,000, J. S. McGregor, 21st Dec.

Admiralty, Am. s.s., 8,750, R. H. Hathaway, 14th Dec.

San Francisco 16th Nov, Honolulu 21st, Yokohama 5th Dec, Kobe 7th, Nagasaki 8th, and Shanghai 11th, Mail and Gen.—P. M. S. Co.

Pakiet, Ger. s.s., 1,000, P. Wenzel, 9th Dec.

Bangkok 20th Nov, Gen.—B. & S.

Pata I, Ger. s.s., 1,000, W. Hubner, 10th Dec.

Europe via Bangkok 27th Nov, Rice and Gen.—Order.

Pronto, Nor. s.s., 838, T. Seeborg, 14th Dec.

Haiphong 11th Dec, Rice—Wallem & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 16th Dec.

Manila 16th Dec, Gen.—S. T. & Co.

Shank, Br. s.s., 1,228, F. Boyd, 18th Dec.

Canton 17th Dec, Gen.—B. & S.

Sichia, Br. s.s., 1,000, C. H. Watkins, 17th Dec.

Hongkong 17th Dec, Southampton 31st Oct.

Sin-an, Br. s.s., 1,000, F. Jamieson, 17th Dec.

Haiphong 17th Dec, Rice—B. & S.

Taishan, Br. s.s., 1,214, I. S. Laing, 17th Dec.

Saigon 9th Dec, Meal—B. & S.

Taiwan, Br. s.s., 1,000, J. A. Martin, 28th Nov.

Saigon 22nd Nov, Rice—Chinese.

Tjiuwong, Dut. s.s., 3,000, N. van Wyck, 17th Dec.

Amoy 16th Dec, Gen.—J. & Co.

Uly, Nor. s.s., 885, J. Petersen, 17th Dec.

Haiphong 14th Dec, Rice—Angkor, Thorne & Co.

Steamers Expected.

Vessels	From	Agents	Due
Taming	Manila	B. & S.	Dec. 20
Shantung	Manila	B. & S.	Dec. 20
Chongshing	Shanghai	M. & Co.	Dec. 20
Sunda	Singapore	P. & O. Co.	Dec. 21
Ilaburg	Singapore	H. A. L.	Dec. 21
Salasia	Singapore	M. M.	Dec. 21
Nikko Maru	Manila	N. Y. K.	Dec. 21
Kanagawa	Shanghai	N. Y. K.	Dec. 21
C. Ford	Singapore	H. A. L.	Dec. 21
Riojun Maru	Manila	N. Y. K.	Dec. 21
Katherine Park	Manila	N. Y. K.	Dec. 21
Tarar	Manila	M. & Co.	Dec. 21
Reynold	Singapore	L. & Co.	Dec. 21
Fookang	Singapore	M. & Co.	Dec. 21
H'kong Maru	Manila	T. K. K.	Dec. 21
Taiyuan	Manila	B. & S.	Dec. 21
Laisan	Manila	B. & S.	Dec. 21
Minneapolis	Manila	N. Y. K.	Dec. 21
Chingtu	Sydney	B. & S.	Dec. 21
Montesale	Vancouver	C. P. R. Co.	Dec. 21
Numatia	Manila	P. & O. Co.	Dec. 21
Persia	Tacoma	O. & O. Co.	Dec. 21

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.

Vessels	From	Agents	Due
Neil McLeod	Manila	B. & S.	Dec. 20
Germania	Manila	B. & S.	Dec. 20
Woodloch	Manila	B. & S.	Dec. 20
Engineer	Manila	B. & S.	Dec. 20
Kwongkong	Manila	B. & S.	Dec. 20
C. Hardouin	Manila	B. & S.	Dec. 20
Hinsang	Manila	B. & S.	Dec. 20
Fausang	Manila	B. & S.	Dec. 20
Paklat	Manila	B. & S.	Dec. 20
Gregory Apar	Manila	B. & S.	Dec. 20
Huichow	Manila	B. & S.	Dec. 20
Patani	Manila	B. & S.	Dec. 20

CHINA COAST METEOROLOGICAL REGISTER.

December 18th, 1907, a.m.

Bar. Th. Hu. Wind. W.

Vladivostok 7 a.m. 30.01 — — — —

Nemuro 7 a.m. 30.01 — — — —

Hakodate 7 a.m. 30.01 — — — —

Tokyo 7 a.m. 30.01 — — — —

Kochi 7 a.m. 30.01 — — — —

Nagasaki 7 a.m. 30.01 — — — —

Kagoshima 7 a.m. 30.01 — — — —

Oshima 7 a.m. 30.01 — — — —

Naha 7 a.m. 30.01 — — — —

Ishigaki 7 a.m. 30.01 — — — —

Honshu 7 a.m. 30.01 — — — —

Choshi 7 a.m. 30.01 — — — —

Weihsui 7 a.m. 30.01 — — — —

Hankow 7 a.m. 30.01 — — — —

Kiungkiang 7 a.m. 30.01 — — — —

Tientsin 7 a.m. 30.01 — — — —

C. St. James 7 a.m. 30.01 — — — —

Amoy 7 a.m. 30.01 — — — —

Manila 7 a.m. 30.01 — — — —

Legaspi 7 a.m. 30.01 — — — —

Bacolod 7 a.m. 30.01 — — — —

Ulu 7 a.m. 30.01 — — — —

Cebu 7 a.m. 30.01 — — — —

Lahad 7 a.m. 30.01 — — — —

December 19th, 1907, a.m.

Vladivostok 7 a.m. 30.01 — — — —

Nemuro 7 a.m. 30.01 — — — —

Hakodate 7 a.m. 30.01 — — — —

Tokyo 7 a.m. 30.01 — — — —

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FRENCH MAIL STEAMERS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain C. L. Daniel, carrying His Ma-
jesty's Mails, will be despatched from the
for BOMBAY, &c., on SATURDAY, the 28th
December, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *India*, 8,000 tons, from
Colombo; Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Oceanic*,
due in London on 8th February, 1908.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th December, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURNAI"

Captain Lancelotti, will be despatched for
MARSEILLES on TUESDAY, the 14th
December, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ARHARD BEHIC* ... 7th Jan., 1908.

S.S. *SALAZIE* 21st Jan., 1908.

J. MILLET,
Agent.

Hongkong, 10th December, 1907. [to

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUZC CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK.
S.S. " " "

For Freight and further Information, Apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th October, 1907. [64]

Entimations.

ACHEE & CO.

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DEPOT

GENERAL HOUSEHOLD.

REQUISITES:

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AND
ACCESSORIES.

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Hongkong, 16th May, 1906.

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